

Attachment C: Appendix A, Design Guidelines with numbering

The following reproduces the text of the Design Guideline portion of Appendix A, to facilitate referencing the guidelines. The only modification of the original text from Appendix A is that each guideline has been given a unique number. No text has been modified; images and captions are not included but remain in full effect as shown in Appendix A.

Appendix A: DESIGN GUIDELINES

Introduction

The Project has been designated as an Urban Village within the City of Issaquah. The Urban Village concept allows the incorporation of area-specific standards that facilitate the creation of neighborhoods with varied character within the City. The Project is defined by connectivity, diversity and creative land use planning, pedestrian scale, defined public space, discernible edges, and accessible open space as well as a sense of community, a diversity of lifestyle options, and a social and cultural diversity.

As an area within the City and as an extension of Issaquah Highlands, the Project neighborhoods offer many amenities to residents, visitors, and workers, including:

1. A pedestrian–prioritized land planning approach;
2. An integration with Issaquah Highlands that will offer benefit to both areas.
3. A mix of housing types which promotes a diverse group of community members;
4. Expanses of open space surrounding and defining the edge of development;
5. A respect for the natural environment and a reflection of the natural environment in the design of the community through landscape and hardscape elements;
6. An Institutional campus that is viewed as a neighborhood and encourages interaction with the public;
7. Narrow streets that promote slower traffic, create pedestrian scale, and result in less impervious surface than wider streets; and,
8. A sociable public realm (appropriate site planning will provide connectivity between uses, proximity of uses to each other, and siting of structures and landscape elements to reinforce the street. These elements work together to create a public realm that encourages social interaction between community members, referred to throughout this Development Agreement as the sociable public realm).

USING THE DESIGN GUIDELINES

The Design Guidelines encourage site planning and design that will shape and enhance the vision for the Project. The Design Guidelines provide a variety of design solutions to achieve the Project character. Design solutions may be advanced by builders that include creative solutions not anticipated in these Design Guidelines. Such creativity is welcomed as long as the proposed design fulfills the intent of the Design Guidelines, and implements the vision established by the Planning Goals.

The Design Guidelines are applicable to all permits, applications, or actions. They refine the Planning Goals and ensure that the general character of the Project areas relate to one another and are consistent with Issaquah Highlands . The Design Guidelines are used by the developer and builders as a guide in designing all development submittals. Both site design and architectural design are integral elements in the creation of a

successful neighborhoods and work together to make the Project a distinct and aesthetically pleasing community within Issaquah. To reflect this integral relationship, these Guidelines contain both site design and architectural design guidelines. Both will be utilized by the City and Issaquah Highlands' Architectural Review Committee to review and approve applications entitled by this Development Agreement.

1.0 CIRCULATION

1.1 Vehicle and Pedestrian Circulation

Traffic flow within the Project is only one of the considerations of street design. The circulation system also connects Development Parcels, promotes walking and bicycling, and contributes to the visual character of the community. Street design provides comfortable, safe, and interesting space for automobiles, pedestrians, and bicyclists. This Chapter discusses road types and road patterns. Guidelines for the pedestrian and bicycle facilities are in the next section titled "Pedestrian Circulation."

Several road types may be permitted within the Project neighborhoods. All roadways, public and private, must be consistent with the Design Guidelines. Roadways are safe, comprehensible, and sited and designed to respond to the terrain and critical areas located within and surrounding the Project. The increased road grades, reduced pavement widths dictated by the natural contours of the neighborhoods, and roadway landscaping slow traffic, decrease impervious roadway surfaces, provide pedestrian-scale roadways, and provide unifying elements between Development Parcels. As a result of natural constraints such as topography and critical areas, some of the neighborhood streets may be loop roadways or individual cul-de-sacs, as described below. When roadway connectivity between Development Parcels is not possible, trail systems connecting the areas are encouraged. Neighborhoods shall not be designed as private "enclaves".

1.2 Street Design Guidelines

- 1.2.1** Design streets to minimize excessive automobile speeds and trip lengths.
- 1.2.2** Design streets to be as narrow as possible while also considering safety.
- 1.2.3** Design streets that support and contribute to the character of neighborhoods and a pedestrian oriented environment through the use of elements such as lighting, landscaping, on-street parking, sidewalks, and number of travel lanes and their widths.
- 1.2.4** Provide on-street parking when possible to slow traffic, reduce the visual impact of the paved street, and reduce the need for surface parking lots or parking structures.
- 1.2.5** Provide transitions between street types at intersections or physical breaks in order to provide a visual transition between road sections.
- 1.2.6** Provide pedestrian- and bicycle-safe crossings and consistent directional and informational signs.

1.3 Street Landscape Guidelines

- 1.3.1** Use landscaping to emphasize the hierarchy and function of roadways, support the character of adjacent uses, and provide a connection to the natural environment.

1.3.2 Provide planting strips with ground cover, shrubs, and street trees between the curb and the sidewalk to provide pedestrian scale and a buffer between cars and pedestrians. Landscape materials will support and enhance the visual character of the area.

1.3.3 Provide unified landscape throughout each neighborhood that reflects the character of the surrounding uses.

1.4 Street Patterns

The neighborhood street networks within each Development Parcel are an important contributing factor to each neighborhood's character. Street patterns discourage high speed travel and encourage pedestrian and bicycle use. The size, topography, character, and average daily vehicle trips of each Development Parcel dictate the type of street patterns that are appropriate for that area. The street system will provide orientation to users and create structure in the Project. The following Design Guidelines dictate a street system that is safe, comprehensible, and adjusted to the topographical constraints of the each neighborhood.

1.5 General Street Layout

1.5.1 Design street layouts to preclude traffic cutting through neighborhoods.

1.5.2 Design the street layout to make the street system intuitively comprehensible to drivers, bicyclists, and pedestrians.

1.5.3 Utilize the topography to create interest and anticipation in the street layout.

1.5.4 Site roads to work with the topography of the site. Roads should traverse hills when necessary to avoid excessively-steep road grades and to preserve natural hillside areas. Roads should also be used to highlight focal points, important or public buildings, landmarks, and views.

1.5.5 Provide connections to neighborhood focal points such as parks, critical areas or view points. Also utilize these as organizing elements or axial views in the design of the street system.

1.5.6 Revegetate cut slopes to reflect the natural character of the land.

1.5.7 Provide inter-neighborhood connections, when practical.

1.5.8 Provide more than one entrance into each Development Parcel, where practical.

1.5.9 Use low speed traffic techniques such as combinations of straight and curved streets, narrow streets, on-street parking, frequent intersections, off-set intersections, and intersection focal points.

1.5.10 When siting buildings, provide linkages to pedestrian paths and trails.

1.6 Preferred Street Layout

In general the primary characteristic of the preferred street layout is an interconnected street system. The interconnected street system should be used to create structure within the Development Parcel, breaking it up into meaningful sections and providing orientation to users. It will also provide multiple routes that spread the potential impact of traffic throughout a neighborhood and reduce the likelihood of bottlenecks. The following design guidelines should be followed in Development Parcels where they are feasible:

1. Use an interconnecting pattern of local streets.

2. Provide multiple routes throughout the neighborhood to diffuse traffic.
3. Provide more than one entrance into a Development Parcel.

In some Development Parcels, size, topography, critical areas, or other parcel characteristics will necessitate that circulation be provided by a single road. Even in these situations, streets should be laid out to assist the driver, pedestrian, or bicyclist in navigating the road system and should contain pedestrian friendly elements such as sidewalks, landscaping, focal points, and traffic slowing techniques as shown in the above photographs. In general, the solution which avoids a dead end street system is preferred. Neighborhood areas utilizing the secondary street layout are generally also surrounded by topographical or critical area constraints that may prevent a street system that provides connections to adjacent neighborhoods or development parcels. Where the roadway system cannot provide connections between Development Parcels, or dead end streets are necessary, pedestrian and bicycle connections to other neighborhoods or streets should be provided as possible.

Design Guidelines

- 1.6.1** Provide as comprehensible a street system as possible.
- 1.6.2** Provide a pedestrian friendly street system even in constrained situations by incorporating connections between Development Parcels or dead end streets.
- 1.6.3** Loop roads and other non-dead end solutions should be utilized as possible.
- 1.6.4** Place streets near or adjacent to community focal points, such as pocket parks, natural vistas, and informal gathering areas.
- 1.6.5** Provide limited street lighting adequate to ensure safety but limited enough to reflect the character of neighborhoods.
- 1.6.6** Use streets to establish and reinforce the character of each Development Parcel.
- 1.6.7** At the closed end of the cul-de-sac, provide a pedestrian walk that connects the cul-de-sac to the neighborhood circulation system. When a pedestrian connection is not feasible, provide an appropriate amenity, such as a pocket park or a view point.
- 1.6.8** Provide continuous pedestrian routes along shared drives and access roads connecting the residences to the pedestrian circulation system. If automobiles and pedestrians share the paved area, provide special paving to indicate pedestrian presence and to slow traffic speeds.
- 1.6.9** Provide planter boxes or other design elements to slow traffic and provide pedestrian scale.
- 1.6.10** Provide landscaping to provide pedestrian scale and a buffer between cars and pedestrians.
- 1.6.11** Provide unified landscape that reflects the character of the surrounding uses.
- 1.6.12** Provide sufficient lighting for pedestrian safety. Lighting should be placed to eliminate glare. Light standards should be selected to minimize power usage.
- 1.6.13** Provide durable, low-maintenance landscaping.

1.7 Pedestrian Circulation System

The pedestrian circulation system is primarily composed of sidewalks and trails. It contributes significantly to the sense of community. The pedestrian circulation system also provides internal connections within Development Parcels. The combination of trails within the open space and sidewalks and trails within the Development Parcels provides linkages throughout the Project. In some cases, pedestrian and bicycle facilities are located along roadways. In other cases separate facilities through open space areas are provided.

Design Guidelines

- 1.7.1** As practical, provide a continuous, non-segregated pedestrian network.
- 1.7.2** Design a pedestrian network which provides the opportunity for both recreation and commuting to employment and retail uses within the community. Along streets this system will be sidewalks, unless a critical area or topographic features prohibits a sidewalk; in that case, a trail associated with the road will be provided.
- 1.7.3** Provide an interconnected series of sidewalks and trails throughout the Project, within and between the developed areas as well as within the open space areas.
- 1.7.4** Provide pedestrian and bicycle access to community amenities and facilities.
- 1.7.5** Provide frequent pedestrian crossings, mid-block crosswalks, short cuts, or other pedestrian friendly techniques.
- 1.7.6** Minimize the number of driveways crossing sidewalks.
- 1.7.7** Provide curb bulbs at pedestrian crossings on appropriate portions of high use roads.
- 1.7.8** Provide direct, attractive and identifiable connections from streets, sidewalks, and other primary pedestrian circulation to the front door or building entrance as well as between other destinations pedestrians use, such as common facilities, outdoor recreation, parking facilities, transit stops, and trails.

1.8 Trail Design

- 1.8.1** Design width and surface types based on topography, volumes and types of users, and adjacent uses.
- 1.8.2** Adjust surface type and width accordingly when trails pass through critical areas.
- 1.8.3** Design trail signage that is constructed with natural materials when appropriate and compatible with the character of the community. Trail signage should be consistent throughout the Project.
- 1.8.4** Provide trail lighting for safety where necessary without adversely affecting the surrounding uses.
- 1.8.5** Provide pedestrian amenities, such as benches and trash receptacles when appropriate. The design of amenities should be sensitive to the environment and consistent with the trail design and surroundings. Trash receptacles should be wildlife resistant.
- 1.8.6** Provide pedestrian and bicycle connections to adjacent neighborhood areas through the trail system.

1.9 Landscape Design

- 1.9.1** Provide trail landscaping that is consistent with the surroundings. This may result in varying degrees of urban trail landscaping in the built environment and the use of natural landscaping in the open space areas.
- 1.9.2** Provide a landscape screen or buffer when necessary to provide privacy for adjacent uses. However, avoid using screening or buffers that create an unpleasant or gauntlet effect along the trails. Fencing, when necessary, should not be placed immediately adjacent to trails.

2.0 PARKING

2.1 Parking Design

Parking needs are accommodated three ways:

- 2.1.1** On street parking is used to the greatest extent possible to provide guests, visitors, and customers with immediate, visible, short term parking.
- 2.1.2** 2. Structured parking will be used whenever possible to efficiently use the land and minimize the visual impact.
- 2.1.3** 3. Surface parking will be used as necessary to provide convenient parking facilities and will be sited to minimize its impact on the public.

2.2 Architectural and Site Design

- 2.2.1** Site parking structures to take advantage of topography. This permits more or all of the parking to be underground as well as the ability to terrace the building. As structures move uphill, parking entrances can be located at ground level with several levels of parking underground.
- 2.2.2** Provide adequate lighting within parking structures. Lighting should be part of the design of the parking structure and should not spill out onto adjacent uses.
- 2.2.3** Site driving lanes and parking stalls to eliminate headlight glare on adjacent uses.
- 2.2.4** Utilize earth-toned colors and minimize reflectivity from metal and glass surfaces.

2.3 Landscape Design

- 2.3.1** Screen parking from the adjacent streets and uses. The screen should contain a mix of evergreen and deciduous trees, if active uses cannot be used to screen parking.
- 2.3.2** Provide landscaping along pedestrian connections from parking to uses. Landscaping should be compatible with that of the surrounding uses.

2.4 Pedestrian Circulation

- 2.4.1** Provide convenient pedestrian connections from structured parking to uses.
- 2.4.2** Use materials and colors that clearly delineate pedestrian crossings within parking areas.
- 2.4.3** Provide pedestrian-scale lighting along walkways.

2.5 Surface Parking Areas

Attention to the design of surface parking areas reduces the dominance of automobiles and ensures compatibility and sensitivity to the built and natural environment. Under these circumstances, surface parking areas do not appear as overwhelming aspects of a

site. Use paving materials, terracing of lots and landscaping to separate parking lot areas to create a series of smaller lots. Pedestrian connections to uses are convenient, clearly marked, and safe.

Design Guidelines

2.6 Site Design

- 2.6.1** Site parking areas behind buildings whenever possible and beside uses if necessary.
- 2.6.2** Combine structured parking with surface parking to divide surface parking areas and diminish surface parking area presence.
- 2.6.3** When parking areas must front on a street, site the parking so the short dimension is adjacent to the street frontage and place the parking lot away from street corners. Also use landscape and architectural features to maintain the streetwall.
- 2.6.4** Terrace parking areas when topography allows.
- 2.6.5** Locate, design, and/or screen service and loading areas to minimize visibility from the street, other public spaces, and adjacent uses. Service and loading areas should be shared by several uses when practical.
- 2.6.6** Site lighting fixtures to eliminate interference with uses adjacent to the parking area.
- 2.6.7** Locate bicycle parking in convenient proximity to the use. Bicycle parking should not interfere with pedestrian circulation.
- 2.6.8** Balance the need for safety and visibility with screening when using landscaping or other design elements in parking areas.

2.7 Landscape Design

- 2.7.1** Provide an appropriate landscape buffer around the perimeters of parking lots. The purpose of this landscaped edge is to contain the parking lot and define its edges, while simultaneously allowing pedestrians to view in and out of lots.
- 2.7.2** Use landscape islands to minimize the mass of parking areas, creating the sense of several small lots as opposed to one large lot. Also locate the landscape island to allow trees to provide a relatively uniform canopy for shade.
- 2.7.3** Provide a mix of deciduous and evergreen trees and shrubs around parking lots. Deciduous trees add seasonal interest and provide shade areas. Evergreen trees and shrubs provide year round foliage and screening.
- 2.7.4** Provide native and drought tolerant plant species within parking lots.
- 2.7.5** Use plant materials that are resilient to weather conditions and pedestrian traffic.
- 2.7.6** Use coarsely textured groundcovers to add visual interest and minimize soil erosion.
- 2.7.7** Use mounding to add relief to flat ground and minimize parking area mass.
- 2.7.8** Use plantings, low walls, and other appropriate solutions to eliminate glare from automobile headlights on adjacent streets and uses.
- 2.7.9** Use landscaping to continue the street wall when structures are interrupted by a parking lot.

2.8 Pedestrian Circulation

- 2.8.1** Provide pedestrian paths that are easily accessible and generally follow landscape islands and parking area perimeters.
- 2.8.2** Provide safe and convenient access to entryways.
- 2.8.3** Use materials and colors that clearly delineate pedestrian crossings within parking areas.
- 2.8.4** Provide pedestrian scale lighting.

3.0 NEIGHBORHOODS, SITE, AND BUILDINGS

Neighborhoods

There are both residential and campus neighborhoods possible within the Project.

Housing variety is a basic City goal. A range of housing types, designs, and prices are permitted to meet the needs of many lifestyles. This range is represented by single family detached homes on large, medium, and small lots; single family attached homes; and multifamily homes. When size and physical characteristics allow, housing variety is provided within individual residential neighborhoods. Generally, this variety is represented by a mix of single family detached and attached homes on low density parcels, single family detached and attached homes possibly mixed with small scale multifamily residential on medium density parcels; and single family attached and multifamily residential combined on the higher density parcels.

Any Institutional/Public buildings located in the Project will share the same Design Guidelines as the residential parcels. An institutional campus will be designed to integrate in with surrounding residential areas and will provide public gathering spaces that will invite social gatherings of various sizes.

Street and pedestrian circulation systems and landscaped areas are relatively informal in design, and development is designed to blend with the physical characteristics of the land.

Slopes will be a factor, along with aesthetics and neighborhood character, in determining building and road placement and design. In some of the Development Parcels the buildings can be located on the flattest portions of land. In some of the steeper Development Parcels, buildings are nestled into the slopes and step up as the topography moves upward. Retaining walls used to accommodate grade changes are made of keystone, stone, or other appropriate materials, and are landscaped to reflect the surrounding open space areas. Landscaping on lots contains elements such as stone and a mix of deciduous and evergreen trees and shrubs that relate to the surrounding open space yet are maintained to also relate to the built environment. Formal landscape elements such as lawns, brick pavers, artwork, and garden features are also found.

In all neighborhoods the buildings, streets, trails and shared community spaces work together to promote interaction between community members, reinforcing the sociable public realm. Streetscapes are pedestrian friendly, providing landscaping and other elements that separate the sidewalk from travel lanes. Homes and buildings face the streets and have direct pedestrian connections to entrances and encourage interaction. Trails and streets provide comprehensive and attractive circulation within and between Development Parcels. All residences are within close proximity to at least one

community gathering space. All non-residential areas will contain or have access to a community gathering space.

Architectural and Site Design

- 3.1** Reinforce the relationship of homes and non-residential buildings to the streetscape and other public spaces through appropriate setbacks, interesting and human scaled building forms, and activities facing the street or public space that make the sociable public realm lively.
- 3.2** Consider the importance of public spaces when designing each neighborhood area. Use these features as landmarks and focal points in the plan of a neighborhood. Place parks, trails, and other public amenities in prominent locations within neighborhood areas or adjacent open space areas. These spaces should be easily accessed through the trail systems and/or the sidewalks.
- 3.3** Site and design buildings to respond to the natural features of the site, topography, and drainage ways when feasible to avoid unnecessary recontouring of the land.
- 3.4** Site and design buildings to take advantage of shade, solar exposure, and existing vegetation.
- 3.5** Site buildings to take advantage of views from the site as well as views of interesting landscape compositions, open space areas, parks, etc.
- 3.6** Site and design buildings on slopes to provide minimal impact on the views from the surrounding areas. This may involve techniques such as using multiple, terraced low retaining walls or rockeries; on downhill elevations articulating and screening elevations as well as providing transitional plantings; and placing buildings below the ridge line.
- 3.7** Feather cut and fill areas into the natural topography surrounding the building area.
- 3.8** Articulate downhill elevations, avoiding large, blank facades.
- 3.9** Provide retaining walls that add visual interest to the neighborhood and are visually connected to the natural environment, using elements such as rock or keystone walls with ferns and other plantings.
- 3.10** When homes step up hills, place garages underneath the home with the garage door on the downhill side, when possible.
- 3.11** Consider view corridors from adjacent properties when siting buildings and parking areas. Location of courtyards, surface parking, and open spaces can maintain neighbors' views.
- 3.12** Place mailboxes in locations that offer opportunities for gathering. To minimize their impact mailboxes should be placed on property lines where residences are on individual lots, or in areas without lots, they should be placed where they will not block views.
- 3.13** Place refuse collection and service areas in locations that are accessible, yet minimize their impacts on the public.
- 3.14** A distinctive and recognizable entrance or gateway element should be incorporated into the campus.
- 3.15** Major vistas should be developed to help with visitor orientation and wayfinding.

- 3.16** Scale and proportion of buildings should create a sense of place within the campus.
- 3.17** Building placement should acknowledge the setbacks and orientations of adjacent buildings.
- 3.18** The rooflines, proportion and visual mass of each building should be considered as part of the bigger neighborhood.
- 3.19** Significant building elements such as cornice lines, pronounced entries or porticos, colonnades, awning elements, exterior stairways and masonry detailing help to create a cohesive campus identity.
- 3.20** Special attention should be given to all building entries with plant materials selected for scale, texture, seasonal color and overall visual interest.
- 3.21** Campus building entries that face major malls and streets should be treated as "front porches" with seating areas, planting beds, lights, weather protection and other amenities providing opportunities for small social gatherings.
- 3.22** Open spaces between campus buildings should be designed as functional assets; or, replanted as forested similar to pre-development conditions.

4.0 LANDSCAPE, PARKS, OPEN SPACE

4.1 Landscape Design

- 4.1.1** Where practical, preserve the existing natural landscaping.
- 4.1.2** Use native plantings that reflect the character of the community when replanting disturbed areas.
- 4.1.3** Use landscaping to create a smooth transition from groomed areas close to buildings to the natural landscape of the surrounding open space.
- 4.1.4** Site parks or benches at view points when feasible.
- 4.1.5** Activate view points by providing benches, signage and other pedestrian amenities.
- 4.1.6** Provide transitional landscaping between the built environment and the surrounding open space.
- 4.1.7** 7 Use landscape planting to visually screen utility boxes, trash receptacles, and other undesirable areas.
- 4.1.8** Provide landscaping along buildings to avoid large, blank portions of walls, though preferably these walls are alleviated architecturally.

4.2 Fences and Walls

Fences and walls serve many purposes. They delineate public and private space, provide retaining functions, screen undesirable elements such as trash receptacle areas and utility boxes, and provide barriers between potential safety hazards and the public. Fences and walls are designed to serve a purpose and be visually compatible with the surrounding landscape and character of the neighborhood.

Design Guidelines

- 4.2.1** Design walls and fences to be compatible with the surrounding uses and structures. Chain link fences are not allowed unless they are necessary for safety.
- 4.2.2** Fences and walls placed on slopes should follow the terrain.

- 4.2.3** Articulate large expanses of fence or wall to provide visual relief and reduce visual bulk and size.
- 4.2.4** Use low, open fences or low walls to delineate private from adjacent public spaces, such as a front yard, a seating area for a restaurant, park, plaza, or trail.
- 4.2.5** Provide open fencing along pedestrian bridges and overpasses to ensure safety while maintaining visual openness.
- 4.2.6** Use walls and fences to create pleasant outdoor rooms for pedestrians.
- 4.2.7** When practical, terrace retaining walls to reduce bulk and create planting areas.
- 4.2.8** Use landscape plantings within retaining walls such as ferns or moss to add visual interest.
- 4.2.9** Use low walls or planters to delineate pedestrian walkways or portions of a public area. Consider the use of green walls where appropriate.
- 4.2.10** When large fences or walls are used to screen undesirable elements, provide landscape plantings, articulation, and/or artwork to soften the visual effect of the structure.
- 4.2.11** Use up to full height fences or walls to completely screen unsightly facilities such as dumpsters and recycling areas. Use landscaping materials to soften or accent the fence or wall.
- 4.2.12** Plant shrubbery in front of straight wall segments that cannot be articulated in some other way.

4.3 Informal Gathering Areas

Informal gathering areas are generally placed in areas too small for a plaza or a park, or where passive, unstructured space would be more appropriate. They can be hard surface, landscaped, or a combination of both. They create small community focal points and incorporate pedestrian-scale design elements. Often they are designed around a piece of artwork, pedestrian furniture, viewpoint, or small piece of open space. Informal gathering areas may extend into the streetscape.

- 4.3.1** Locate informal gathering areas where pedestrians can enjoy their use.
- 4.3.2** Provide attractive and convenient street furniture, such as trash receptacles, bike racks, information kiosks, drinking fountains, etc.
- 4.3.3** Use landscaping and adjacent uses to create areas of sun, shade, and wind protection.
- 4.3.4** If paved, use special paving, such as brick, concrete, or pavers; no asphalt.
- 4.3.5** Use landscape materials to separate into distinct areas or contain the informal gathering area, when appropriate.
- 4.3.6** Provide weather protection for year around use.

5.0 SUSTAINABILITY

Sustainable Building Technologies

The goal of sustainable building technology is to minimize the use of natural resources and thereby create savings for occupants through lower utility bills and healthier surroundings. The purpose of these guidelines is to increase the awareness of builders,

planners, and architects of the opportunities for conserving natural resources by suggesting various planning and design techniques.

In addition to the various actions suggested below, the neighborhoods will implement a mandatory green building program for builders such as Built Green, Energy Star, LEED, or their equivalents.

Design Guidelines

- 5.1** Locate high-density residential and non-residential uses for convenient access to shopping, services, and parks and trails.
- 5.2** Site buildings to take advantage of natural daylight.
- 5.3** Locate landscaping to reduce the heating and cooling needs of structures.
- 5.4** Locate structures to reduce conflict between internal climate control systems and passive solar heating and cooling.
- 5.5** Use plantings that do not require irrigation and that offer wind and sun protection.
- 5.6** Include recycling containers at convenient locations in multi-family residential and non-residential projects. Design low and medium density residential with areas for recycling either in individual units or in common areas. Provide weather protection for recycling materials.
- 5.7** Place parking underground when practical in high density and non-residential projects to reduce impervious surface and increase open space areas.
- 5.8** Incorporate LID techniques into site design to decrease stormwater runoff.
- 5.9** Provide composting facilities with pickup vehicle space and access in large community gardens.
- 5.10** Incorporate principles of naturescaping into landscaping through techniques such as utilizing native, drought tolerant and wildlife enhancing plantings, providing food and cover for birds and wildlife and maintaining healthy soil.
- 5.11** Provide communications infrastructure that supports telecommuting.
- 5.12** Educate the public and create mechanisms that will help minimize and direct the appropriate use of fertilizers and pesticides.
- 5.13** Incorporate solar, wind and/or geo-thermal power generation to the extent feasible.